



Chicago Metropolitan Agency for Planning

Agenda Item No. 2.0

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Freight Committee

DRAFT Minutes

March 21, 2016

Office of the Chicago Metropolitan Agency for Planning (CMAP)

Cook County Conference Room

233 S. Wacker Drive, Suite 800, Chicago, IL 60606

Members Present: Joe Alonzo, Ben Brockschmidt, Mike Burton, Reggie Greenwood, Adrian Guerrero, Lee Hutchins, Kazuya Kawamura, Mike Klemens, Jim LaBelle, Adam Lomasney, Dean Mentjes, Floyd Miras, Adam Rod, DeAnna Smith, Randy Thomas

Staff Present: Alex Beata, Aaron Brown, Jacki Murdock, Tom Kotarac, Tom Murtha, Elizabeth Oo, Brian Peterson, Melissa Porter, Todd Schmidt, Joe Szabo

Others Present: Kristen Andersen (Metra), Garland Armstrong (Access Living), Heather Armstrong (Access Living), Bob Barnett (Wexford Capital Partners), Elaine Bottomley (Will County Governmental League), Erik Cempel (Cambridge Systematics), Maria Choca Urban (Cook County DOT), Ted Coffey (TranSystems, Inc.), Jackie Forbes (Kane/Kendall Council of Mayors), Debbie Halvorson (SINC), Tomohiko Music (Cook County DOT), Mary Elisabeth Pitz (MEP&A), Matt Schmitz (Cook County DOT), Steve Vujic (Acres Truck Parking), Barbara Zubek (Southwest Council of Mayors)

1.0 Call to Order

Randy Thomas, co-chair of the Freight Committee, called the meeting to order at 10am.

2.0 Approval of Minutes – January 25, 2016

Mr. Miras moved to approve the minutes from the Committee's previous meeting on Monday, January 25, 2016. Dr. Hutchins seconded the motion and the minutes were adopted.

3.0 Agenda Changes and Announcements

There were no agenda changes, but Mr. Beata made two announcements. First, he introduced SINC's new executive director, Debbie Halvorson, who will be joining the Freight Committee at its next meeting. Second, he reminded the Committee of the upcoming site visit to O'Hare International Airport to be held on Monday, April 25 from 10am to 12pm. The visit will be held with the CMAP Economic Development Committee and will include presentations from the Chicago Department of Aviation and the Illinois Tollway. RSVPs for the event are due Friday, April 15.

4.0 **Extent and Use of the Freight System**

Mr. Brown presented preliminary findings for the freight network needs analysis. This work builds off a methodology previously used by staff to assess the National Highway System using condition, congestion, reliability, safety, and grade crossing delay data. Each component is indexed to 100 points, and total scores are the simple sum of the four main components and the grade crossing penalty. The current analysis uses trucking-specific data for the congestion, reliability, and safety components, relying in part on recent analysis of the NPMRDS dataset. Committee members asked clarification questions on the source of data and scoring process.

Mr. Murtha reviewed preliminary analysis into the ATRI dataset, which provides probe-based truck origin and destination data. The dataset is very large, and the preliminary results are drawn from a two-week sample period from October 2014. Based on this sample, Mr. Murtha presented county-to-county truck trip tables, which illustrate the importance of local, intracounty trips in the total number of truck trips. The sample also demonstrates the relatively large number of truck trips simply passing through the region.

Committee members asked clarification questions about the dataset, including the types of trucks included (e.g. drayage, home delivery, etc.). Mr. Murtha responded that the trucks included in the dataset are those that have GPS data and voluntarily participate with the ATRI. Mr. Burton noted that this type of dataset may grow in the near future as trucking e-logs become widely implemented. Mr. Murtha noted that future analyses into this dataset include intermodal terminal and time-of-day analyses, as well as an exploration of the second sample file, covering a different two-week time period.

5.0 **Freight Land Use Issues**

Mr. Murdock presented initial research summarizing the locations of freight facilities and land uses in the region, as well as more detailed information on type, year built, and demolition of industrial developments. She also presented working definitions of freight land use conflicts and freight-supportive land use areas.

Mr. Brockschmidt asked about when the demolished industrial buildings were razed, and any information indicating the subsequent conversion to other types of development or contextual information on macroeconomic conditions. Ms. Murdock noted that staff could complete that analysis. Dr. Kawamura asked about the market conditions encouraging logistics sprawl, and Mr. Thomas asked about potential saturation of market demand in some areas. Mr. LaBelle expressed a greater interest in understanding freight land use conflicts at a more regional scale rather than a local or site-specific scale. Mr. Thomas noted the potential benefit of converting underutilized industrial land in the core of the region to truck parking, which would reduce truck travel within the region.

6.0 **Highway-rail grade crossings analysis**

Mr. Beata presented a memo containing a planning-level analysis of the region's at-grade highway-rail crossings. He noted that GO TO 2040 placed particular emphasis on

tracking average motorist delay at these grade crossings. The analysis builds on that emphasis by including other factors in addition to average motorist delay, including percent truck traffic, safety, and transit ridership. Each of these factors has a different spatial distribution across the region. Mr. Beata also compared the analysis's ranking of crossings with prioritized locations identified in the CREATE program.

Mr. Guerrero asked whether total traffic volumes were included; Mr. Beata responded that total volumes were included as part of the motorist delay metric. Mr. LaBelle expressed a preference for truck volume data, rather than percent truck traffic. Mr. Beata agreed but was unsure whether data availability would allow truck volume data to be collected for all crossings. Mr. Alonzo noted that type of truck would be a useful addition to the dataset, along with impacts on emergency responders, as CDOT has done with its 911 critical crossings. Mr. Beata asked if similar crossings had been designated outside the City of Chicago, but Mr. Guerrero noted they have not. Mr. Guerrero also noted that the railroads look at redundant crossings to prioritize closures.

7.0 Federal Updates

Mr. Beata briefed the Committee on recent federal updates, including the initial Notice of Funding Opportunity for the Nationally Significant Freight and Highways Projects. Mr. Murtha reviewed the National Freight Highway Network established by the FAST Act, and presented a map depicting the location of the Primary Freight Highway Network in northeastern Illinois. He noted key gaps in that network and that CMAP would soon be designating critical urban freight corridors as provided in the FAST Act to help fill those gaps and make other key connections.

Mr. Brockschmidt asked whether the FAST Act defined a process to identify critical urban freight corridors. Mr. Beata responded that it did not, but that CMAP has completed similar work in recent years through MAP-21's Primary Freight Network. Multiple Committee members commented on the importance of robust state freight planning in competing for federal funds.

8.0 Other Business

Mr. Beata noted that the next meeting on May 16 will be held jointly with the CMAP Economic Development Committee.

9.0 Public Comment

Mr. Garland commented that grade separations would reduce conflicts between traffic and trains at busy intersections. Mr. Vujic noted that the truck parking issue is related not only to the availability of industrial land in the core of the region, but also the zoning of that land. He stated that many municipalities choose not to zone for truck parking, instead preferring to encourage development that generates more local tax revenue. Mr. Brockschmidt informed the Committee about a bill in the General Assembly of potential interest, SB3277, which would provide broad enabling legislation for local governments.

10.0 Next Meeting

The next meeting will be held Monday, May 16, 2016.

11.0 Adjournment

The Committee adjourned at 11:49am.

Respectfully submitted,

Alex Beata, CMAP Staff